

Claim 1 (original): Impact attenuating device (1) for a vehicle (2), comprising a front part (3) with a wheel (31), for connection to the vehicle (2), preferably to the vehicles frame side member, such that during a collision against the attenuator (1) the forces is transferred to the vehicle (2), an attenuating part (4), and a rear part (5), characterised by that an extension device (6) is arranged between the front part (3) and the attenuating part (4); that the extension device (6) in a first position arranges the attenuator in a transport position, in which the attenuator (4) is extended away from the front part (3), and in a second position arranges the attenuator (4) in an operation position in which the attenuator (4) is arranged against the front part (3)

Claim 2 (original): Impact attenuating device (1) according to claim 1, characterised by that the attenuator (4) in the first position, transport position, is articulately arranged to the vehicle.

Claim 3 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-2~~, characterised by that the extension device (6) in the second position, operating position, arranges the attenuating part (4) against the front part (3) such that forces from a collision against the attenuator is transferred to the vehicle.

Claim 4 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-3~~, characterised by that the extension device (6) comprises a hydraulic telescopic device (61).

Claim 5 (original): Impact attenuating device according to claim 4, characterised by that the telescopic device (61) is connected to the front part (3) via a vertical joint (62), and to the attenuating part (4) via a horizontal joint (63).

Claim 6 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-3~~, characterised by that the extension device (6) comprises a boom (104), arranged to a link arm (101), such that a cylinder (100) acting on the link arm moves the attenuating part (4) out to a transport position and/or pulls the attenuating part (4) into an operating position.

Claim 7 (original): Impact attenuating device according to claim 6, characterised by that the boom (104) is connected to the front part (3) through a vertical- and horizontal joint (103), such that the attenuating part (4) is movable as a trailer.

Claim 8 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-7~~, characterised by that the rear part (3) comprises a wheel (51,52).

Claim 9 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-8~~, characterised by that the rear part (5) comprises an operation wheel (51) with a pivot function, for use in the operating position, and two transport wheels (52) for use in the transport position.

Claim 10 (original): Impact attenuating device according to claim 9, characterised by that the operating wheel (51) is in a lowered position in the operating position, and in a raised position in the transport position.

Claim 11 (currently amended): Impact attenuating device according to claim 9 ~~any of the claims 9-10~~, characterised by that the transportation wheels (52) is in a raised position in the operating position, and in a lowered position in the transport position.

Claim 12 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-11~~, characterised by that the impact attenuator (1) comprises an internal hydraulic system (10), such that the vehicles and impact attenuators hydraulic fluids are kept separate.

Claim 13 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-12~~, characterised by that the front part (3) comprises two wheels (31) with a pivot function.

Claim 14 (currently amended): Impact attenuating device according to claim 1 ~~any of the claims 1-13~~, characterised by that a docking device (7,8) is arranged in the front part (3) and in the attenuating part (4) to secure the rigidity of the device.